NEW-YORK, MONDAY, JULY 15, 1895.-TWELVE PAGES.

GOOD WORK BY THE CAPTAIN AND CREW OF LA NORMANDIE.

AN EXPLOSION OF COAL GAS KILLED A FIRE-MAN-A COMPARTMENT FLOODED TO EX-

TINGUISH FLAMES DUE TO SPONTA-NEOUS COMBUSTION-NO PANIC

Gayly decorated with flags and bunting in the great French hollday, the French liner La Normandie came safely into port yesterday after an exciting experience with that greatest of all dangers to ships-s fire at sea. cortunately the fire was quickly overcome and danger averted. La Normandie left Havre on July 6, with fifty first-class passengers, twenty-five second-class and 205 in the steerage. and a general cargo. On the first day out a fire man, François Leflem, was told to open one of the coal bunkers. He attempted to do so while carrying a naked light. As soon as the hatch ed there was a rush of gas, which ignited at the flame and exploded with great force illing the fireman and damaging the bunker fittings. Leflem, who was nineteen years old and a native of Brittany, was buried at sea.

On the evening of July 9, about 7 o'clock, when La Normand e was nearly in midocean, latitude 48.41. longitule 36.16, fire was discovered in the starboard compartment amidships, which is nine by eighty-four feet in size. Word was passed to Captain Deloncle and he immediately ordered nine lines of hose, throwing hot water and steam, to be turned on the fire. Three lines were also turned on the adjoining staterooms and corridors. In a short time the compartment, which was immediately below the saloon, and was filled with case goods and hides, was flooded. The men acted with perfect discipline and coolness, and by their example calmed the nervous among

When the compartment had been flooded, all hands were called on deck and volunteers called for to go into the place and make an investigation. All volunteered with equal unanimity, but ten were selected, and, headed by Second Cap-tain Dupont, they went through the manhole and completed the work of stamping out the

heat in the neignboring rooms and hall-The heat in the negatoring revenue ways was intense. These were kept cool by constant streams of water. The sailors worked until early morning in the compartment, and when all danger was past the water was pumped out. The cause of the fire was thought to have been spontaneous combustion.

PASSENGERS NOT AWARE OF THE DANGER.

The passengers, with a few exceptions, did w of the extent of the danger until it was all over, and then they were loud in their praises of officers and men. Resolutions were

was all over, and then they were loud in their praises of officers and men. Resolutions were adopted expressing admiration for the conduct of the officers and crew and giving thanks to Captain Deloncle and his men for saving the ship from destruction. The resolutions were signed by the following committee: Monsignor O'Connell, chairman: James Campbell, Mrs. Henry M. Sanders and J. Bussat.

Mr. Campbell, who is a relative of "Tim" Campbell, was one of the few who knew of the danger. He said: "We were all seated at dinner when we noticed smoke, and as it became thicker some began to get anxious, and then an officer came in and said that the electric light wires had become crossed and burned a little woodwork, but it was a small matter and had been extinguished. When we heard the working of the pumps we knew the trouble was serious, and at one time we thought La Normandie was doomed. Only a few, Monsignor O'Connell, myself and one or two more, knew the extent of the danger until it was all over, and so the excitement among the passengers was kept down. The conduct of officers and crew was admirable for coolness and discipline." Captain Deloncle has only been with the French Line about a year and this was his first voyage on La Normandie. He was an officer in the French Navy and is now in the reserve. He is forty years old, and a member of the Legion of Honor. He was an ensign on board the French man-of-war Richelieu, which was burned in 1880. Captain Deloncle was a proud man when seen

is forty years old, and a member of the French man-of-war Richelleu, which was burned in 1880. Captain Deloncie was a proud man when seen yesterday on board his vessel. He described the accident as given here, and when he told of the conduct of his officers and crew he could not conceal his good feeling. He could assign no reason for the fire except that of spontaneous combustion. He also declared that at no time was La Normandie in danger of being burned, as the fire was confined to a flooded compartment and twelve lines of hose were directed against the fire. His men are perfectly drilled in fighting fire and each man knew just what he was expected to do. The damage is not yet ascertained, but it is not thought that it will be large.

Among the passengers on board were:

mong the passengers on board were

THE RIVER WAS COVERED WITH FLAMES.

BURNING NAPHTHA AT THE EQUITABLE GAS LIGHT COMPANY'S PIER CAUSES CONSIDERABLE DAMAGE.

fire which the firemen fought under uncommon difficulties broke out at 7:20 o'clock last night on the pier of the Equitable Gas Light Company, at Fortieth and Forty-first sts. and the East River. It was caused by the ignition of the naphtha from which the gas is made, and which is stored in underground tanks. Before it had been extinguished it had done considerable damage to the gas combead and arms of the captain of one of the scows lying at the dump. The damage is estimated at \$2,000.

The first alarm pany's property and to the private dump of Brown

The first alarm was followed within a few min-tree by a second, which brought the engines from far and near, while the fireboat Havemeyer hur-fled up the river. It was soon seen that the en-gines could be of little or no service, however, and they were ordered home by Chief Benner, who had charge of the fire. The work of fighting the fames was left to the Havemeyer and a number of firemen who wielded their axes on the pier and dump.

manies was left to the Hater axes on the pier and dump.

A leak in the pipes by which the naphtha is pumped from the oilboats in the river to the tanks ashore was responsible for the fire. The naphtha flowed through the defective spot and floated upon the surface of the river, forming a sheet of oil which was ignited by some smoker, who knocked the ashes from his pipe into the river, and in an instant there was a roar and a flash of light which was seen at the Flower Hospital, at Sixty-third-st. An ambulance was immediately made ready, and when a cail for its services came in a ready, and when a cail for its services came in a flew moments later it was ready to start. The swip man who was seriously hurt, however, walked by himself to Bellevue for treatment.

When the naphtha broke into flame, there were two dirt scows lying moored to the dump at Fortuch-st. One, tied to the south side of the dump, was in charge of Henry Thompson, and a small boy named O'Shea had stolen aboard to play. They were at the stern of the boat, and, realizing the were at the stern of the boat, and, realizing the lines and allowed it to drift out into the stream.

was towed to East Thirty-ninth-st. by a passing tag.

Meanwhile the scow City of Paris, which was Meanwhile the scow City of Paris, which was lying at the north side of the pier, was having a brader time. Her captain, Ole Monson, hastily put his wife and child ashore when the flames broke out and then cast off the lines and allowed the beat to drift out into the river. The blasing oil set is to the beat's sides, and Monson was severely burned about the face and arms in trying to fight the flames off. The fireboat Havemeyer, which arrived upon the scene at this point, extinguished the fire on the scow, while the New-Haven Railroad transfer steamboat Maryland passed a line to the scow and towed it to East Forty-third-st. Monson tent ashore and walked down to Bellevue Hospital, where his burns were dressed by Dr. Stinchcomb. The Havemeyer then ran her nose up to the gas company's pier and began to fight the fire. She wated her way slowly from the dump at Fortleth-

THEY FOUGHT FIRE AT SEA. IT BLEW A HOLE THROUGH THE ROOF

A FILTER IN A NEWARK ICE FACTORY EXPLODED AND SCARED A LOT OF PEOPLE.

The big steam filter in Hutchin & Co.'s artificial ice manufactory, in Mount Pleasant-ave., between Clark and Clay sts., Newark, exploded last evening. manufactory covers almost the entire block the remainder of the section being given over to residences, most of them fine ones. which expleded was 6 feet in diameter and 10 feet high. It blew into hundreds of pieces. The force emaining portion, tearing several large holes in it. remaining portion, tearing several large holes in it.

There were fifty or sixty employes about the place
at the time, but all escaped injury.

The explosion could be heard a long distance,
and thousands of people gathered at the factory.

They could see nothing, but the story spread that
some one had been killed, and there was considerable excitement. The police reserves had to be
called on to keep the crowd in order.

TROLLEY ACCIDENTS IN JERSEY CITY.

A GIRL FATALLY INJURED, A MAN THROWN FROM A PLATFORM, AND A BICYCLE RIDER INJURED.

Amelia Nesbihal, two years old, of No. 595 Grandst., Jersey City, was playing in the street near her home yesterday when she was struck and fatally injured by trolley-car No. 230, of the Greenville line. The car was equipped with a fender, but it passed over the child's body and she was crushed the bar that runs across the car in front of the wheels. James Linthan, the motorman, was ar-

Bernard Keenan, thirty-four years old, of No. 34 Montgomery-st., was riding on a Newark trolley yesterday, when a sudden jolt of the car threw him yesterday, when a sudden joit of the car threw him from the platform. He was badly cut about the head, and was taken to the City Hospital.

Henry Dehard, twenty years old, a Jersey City wheelman, yesterday entered into an impromptu race with a belt line troiley-car in Monticello-ave. He beat the car easily, but then tried to cross the track. His wheel caught in a rut and was struck by the car and demolished. Dehard fell on his head and received a severe scalp wound. He was taken to his home, No. 260 Summit-ave.

THE CROWD HAD FREE DRINKS.

BOGUS CABLE MESSAGE SENT TO A WHITE PLAINS HOTELKEEPER, TELLING HIM TO

Eugene Halpin, proprietor of the Metropolitan Hoon Railroad-ave., White Plains, was the victim yesterday of a practical joke. Early yesterday norning a messenger handed him what purported to be a cable dispatch from Police Justice John P. ing their safe arrival in Europe and requesting the hotel-keeper to "blow the boys" on that account. The Messrs, Moran sailed on July 6, and gave farewell dinner at the Murray Hill Hotel, this When Mr. Halpin received the message, he acted promptly. The Hoosier Kicking Club has rooms at his house, and many of the members were about. If he had been at all suspicious, he would have seen this. A goodly crowd was soon drinking the health of their absent friends. Others arrived from time to time, and Mr. Halpin had to call for assistance to serve the crowd. All went well until some one, who had been told the joke, acquainted Mr. Halpin with the fact that he was being fooled. An immediate adjournment was taken. Mr. Halpin got off in a quiet corner and examined the message. He then saw for the first time that it was written on a sending blank. Nobody has seen the man since then, and it is supposed that he has sought seclusion in the woods.

NO VISITORS WERE ADMITTED, BUT INTERESTING

Mount Greina, Penn., July 14 (Special).-The gates eading to the rustic city of the Pennsylvania Chautauqua were under lock and key to-day. The ques-tion of Bunday admission was discussed with vigor by persons from the surrounding country, who drove Mount Gretna. Enterprising newsboys brought Suneagerly sought after by Chautauqua visitors. The dealers sold their papers through the wire inclosure surrounding the grove, and readily disposed of their supply at ten cents a copy. The religious services in the Auditorium to-day

were well attended. The music was of a high or-der, and the programme was an elaborate one. In the morning the Rev. Craig B. Cross, of Lebanon,

the morning the Rev. Craig B. Cross, of Lebanon, preached. In the evening the Rev. Dr. M. H. Richards delivered a taik on "The Life of Christ," which was illustrated by Dr. J. C. Kephart with stereopticon views. The Sunday-school services were well attended, after which the Christian Endeavorers on the grounds held a spirited meeting.

This week will be an important one to Chautauquans, there being several special days on the programme. The principal occurrence of the week is announced for Tuesday, which will be college day, when the intercollegiate prize oratorical contest for juniors will take place. The entries include students from some of the principal colleges of Pennsylvania. The senior contest will occur on Wednesday, when the awards will be made.

A SMOKER FRACTURES HIS SKULL.

ONE OF TWO BOYS ENGAGED IN A CONTEST TO SEE WHO COULD USE THE MORE CIGAR-

ETTES, FALLS TO THE SIDEWALK. George Hyde, fourteen years old, of No. 107 Rutledge-st., Brooklyn, while standing at Bedford-ave. and Rutledge-st. yesterday afternoon was seized with a fit and fell to the sidewalk.. His skull was fractured by the fall, and he was removed to the Eastern District Hospital, where his condition is

Critical. Hyde was an inveterate cigarette smoker and at the time he was stricken was engaged in a uontest in smoking with another boy as to who uould smoke the more cigarettes. He had frequently entered into these contests with boys in the neighborhood.

HE WAS THROWN AGAINST A TREE.

MARTIN SINGER SERIOUSLY INJURED BY HIS

. TEAM RUNNING AWAY IN CENTRAL PARK. Somewhere on the West Drivé of Central Park the Seventh-ave, and One-hundred-and tenth-st. gate, a team of horses that Martin Singer, who later gave his address as Fiftieth-st, and Ninthave., was driving, ran away. Mr. Singer was accompanied by a younger man, and was riding in a top road wagon.

road wagon.

The runaway came tearing down the curving hill
at the northwest corner of the Park and dashed
crosswise out of the wide gate and on over the wide driveway, straight against one of the big maples that line the east side of it.

The wagon was smashed, harness was broken, ooth men were thrown headlong out, and the horses both men were thrown headlong out, and the horsest dashed on madly up the drive. The young man was unharmed. Mr. Singer was pitched against the mapie tree and was picked up bleeding and unconscious. He was carried to a passing carriage and taken to the nearest drugstore, where his wounds were dressed. He had a severe scalp wound and was badly lacerated about the body. He was probably injured internally. He was taken to his home. The team was caught at Manhattan-ave.

POWER GIVEN TO THE ACTING MAYOR

MR. STRONG SENDS THE PEOPLE'S TRACTION COMPANY AND THE FERRY FRANCHISES TO MR. JEROLOMAN FOR ACTION.

Reports to the effect that Mayor Strong had re-turned to the city from Richfield Springs yester-day and would himself take action on the franchises of the People's Traction Company and for a new relieving Acting Mayor Jeroloman of the responsibility, proved to be untrue. Colonel Strong did not

come back to New-York and does not intend doing so at gresent. On the contrary, he sent back from Itichfield Springs to Mr. Jeroloman the resolutions of the Board of Aldermen granting the People's Traction franchise. With the papers returned came a letter from the Mayor to the Acting Mayor telling Mr. Jeroloman that he must use his own judgment in the case.

Colonel Strong, it was said last evening, had received advices from friends in New-York, in whose judgment and integrity he had entire confidence, discrediting the alleged issue of \$100,000 bonds by the People's Company for distribution among the Aldermen as a bribe. The Mayor, it is understood, regards the rumors referred to as without any foundation.

DETAIL OF THE NAVAL BATTALION EX-PECTED BACK TO-DAY.

EXCITING EXPERIENCE IN GREAT PECONIC BAY -MAST OF L. A. DIMOCK'S CUTTER CAR-

> RIED AWAY-OFFICERS VISIT THE BANCROFT.

The detail of fifty-five men, with their officers, of the 1st Battallon of Naval Reserves, which left this city Friday evening on an expedition to the eastern shores of Long Island, left Greenport las night homeward bound. Despite stormy weather on Saturday, which prevented the taking of observations, the expedition was a successful one. It gave the men needed practice in handling open boats, and they obtained information of Long Island waters which is valuable.

The detail commanded by Lieutenant S. Dana

Greene had been divided Saturday morning at the mouth of Mattituck Inlet, Lieutenants Greene and M. K. Eyre, with a boat's crew, going around Orient Point to the rendezvous at Greenport on the Gov heavy weather, the Narkeeta, with five of the battalloh's ship's cutters in tow, reached Greenport at 3 o'clock Saturday afternoon, where a cutter left by a former expedition was added to the little fleet.

The three boats' crews detached at the mouth day afternoon to Great Peconic Bay, as reported 1 rutter-the only one to leave there for Greenport went over the side, carrying the call with it. The Then the trip to Greenport was resumed. A nast; chop sea was running in the bay, the wind was gusty, and, to add to the discomfort of the men, the second heavy shower of the day fell and wet

At 6 o'clock it was decided to put in at New folk. When that place was reached none of the cutter's crew had a square inch of dry ciothing. able but welcome assortment of spare raiment the morning the cutter joined the Narkeeta and men at Greenport. The boat's crew of Lieutenant Renwick and Ensign Mowton camped on Saturday night under their own tents on the shore of Great Peconic Bay.

two crews took their cutters to Greenport. On the Ensign Mowbon's cutter, the flyer of the fleet A few miles from Greenport the Narkeeta, flying a "boat recall" signal flag, was met. She had Lieutenant Greene on board, and towed the two cutters

Island were many yachts. The United States man-of-war Bancroft, having on board part of the class of '97 of the Annapolts Naval Academy, was riding tenant Greene, accompanied by Lieutenant Eyre and Ensign McNamee, U. S. N., who was in charge of the Narke-ta, paid a visit to the Bancroft.

The crew of Naval Reserve men which had the

oner of rowing their officers to the ship, were on their mettle under the critical gaze of the officers on the man-of-war. The crew contained a number of members of the crew which won the race with the Boston Reserve, and their stroke was faultless as they shot to the gangway of the Bancroft. The man-of-war was crowded with Sunday visitors. The Reserve officers were cordially received on board her, and spent a pleasant half-hour with the ship's officers.

Shortly after 5 o'clock in the afternoon the greater part of the united reserve detail went on the Narkeeta, which steamed away for this city. It was expected that the Narkeeta would get beganity this morning. As the tug passed the same croft, the words, "We are the Nava's Reserve, homeward bound," were signalled.

Half a dozen men took the train from Greenport to this city last night. Two men were left at Greenport as boat-keepers, with nine cutters, which will be used during the encampment of the bat-tallon next week. their mettle under the critical gaze of the offic

An interesting feature of the boat expeditions of the battalion has been the location of places fit for signal stations along the Long Island coast. The work was completed on Friday, when one of the seamen of the detail rode along the last part of his route on a bicycle and selected the remaining points needed for continuous communication by signalling.

MRS. STEVENSON HAS A RELAPSE.

SHE APPEARED TO BALLY AGAIN, HOWEVER AND IS EXPECTED TO IMPROVE.

omingdale, Ill., July 14.-Mrs. Adlai E. Stever sun, wife of the Vice-President, experienced a re-lapse at noon to-day, and physicians were again summoned. She seems, however, to be railying again, and it is thought she will be much better by morning. General John C. Calhoun, of New-York City, a kinsman, of Mrs. Stevenson, and Judge W. G. Ewing, of Chicago, Mrs. Stevenson's cousin, have been here for the last two days, but departed to-night. son, wife of the Vice-President, experienced a re-

. SHE BEFRIENDED HIM IN JAIL.

DR ROWERS MARRIES THE WOMAN WHO HE LIEVED IN HIM WHEN UNDER SEN-TENCE OF DEATH.

Chicago, July 14 .- A dispatch from San Francisco "Dr. J. Milton Bowers, the principal in the most sensational poisoning case in California criminal annals, was secretly married to his fourth wife, a woman who befriended him when he lay in the shadow of the gallows for months. Bowers 27 last, at Denver, but the fact has just leaked out en's diseases, has had a remarkable career, On picious circumstances. Her brother, Henry Ben-hayon, on the following day complained to the police that Bowers had poisoned his sister, as he wanted to marry Miss Bird, of whom he was chamwere traces of phosphorus in the dead woman's tenced to be hanged, but secured a new trial, and sult of a second appeal, in 1887, that Henry Ber hayon committed suicide, leaving a written con fession that he poisoned his sister to get the in coisoning of Bowers also.

Bowers was released, though many believed h had really poisoned Benhayon and had the con-fession forged. He resumed the practice of his profession, and has lived here ever since. The woman he married last May carried him delicacies woman he married has any while he was in jall and believed in him. On October 21, 1873, Bowers's house, No. 863 North Clarkst., Chicago, was burned, and the police had strong suspicions that he set the place on fire to get the suspicions that he set the place on life to get the insurance. On March 18, 1874, the first wife of the doctor died at No. 354 North-ave., Chicago. He had abused his wife, but the police made no examination of her body. Soon afterward he married Teresa Shirek, of San Francisco, who died in about a year under similar circumstances, but her parents refused to permit an autopsy on the body.

MURDERED A CHIEF'S SON.

TWO INDIAN POLICEMEN NARROWLY ESCAPE BEING BURNED AT THE STAKE.

Pender, Neb., July 14.-Two of Captain Beck's Indian police are in the Thurston County jail to answer to the charge of murdering George Parker. son of Fire Chief, the last great chief of the Oma-has. The crime occurred last night on the Omaha reservation near the tribe's celebration grounds, and reservation near the tribe's celebration grounds, and the two policemen had a narrow escape from being burned at the stake by the 500 Omahas that were near at hand. The policemen are Frank Ewing and Black Eik, Winnebagos. Ewing says that the shooting was accidental, but other reports state that he made the assertion that he just wanted to kill an Omaha. The two tribes are untriendly. People from the reservation will call attention to this crime to prove that Beck's Indian police are not the proper persons to have firearms. The Omahas are excited over the murder, and a tribunal of war is possible.

SAILORS HOMEWARD BOUND. DEFENDER BEATS VIGILANT.

A TRIAL RACE OFF NEWPORT.

SUPERIORITY OF THE NEW YACHT CON-

CLUSIVELY SHOWN.

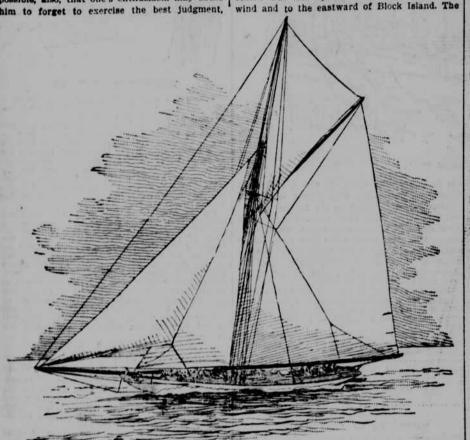
BEATEN ON HER SAILING Newport, R. I., July 14.-The reader of the

ports concerning the trials of the new yacht Defender may have been inclined to make the criticism that it was easy enough to say that week ago to-day, sailed by herself. It is esible, also, that one's enthusiasm may cause

terference with either yacht. The racers were permitted to have a free and open sea. Am the steam yachts were William K. Vanderbilt's floating palace, the Valiant; E. C. Benedict's Oneida, with Colonel Herbert L. Satterlee as guest; John B. Herreshoff's Eugenia, the Judy, the Half Moon, and the Jennie C. Among the sailing yachts was the big schooner Intrepid, owned by George C. Weld.

PREPARING FOR THE TRIAL.

The Defender arrived in Newport harbor, ha ing been towed down from Bristol, at 8:30 o'clock this morning, and anchored outside of Goat Isiand, opposite the New-York Yacht Club house, The Vigilant hove in sight under sail about an hour later, none the worse for the squall which assaulted her on Saturday forenoon up in Narragansett Bay. The Defender made preparations at once to meet the Vigilant and begin the duel outside. Her mainsail was first hoisted, and at 10:10 the anchor was weighed and the Defender was under her own canvas, mainsail, jib. forestaysail and gaff topsail, waiting for the Vigilant to come up, which she did at 10:25 unfer the same canvas as the Defender. Then both yachts headed out of the harbor. The wind was light from the northwest, with a force of about ten miles an hour; the sea was smooth, and the course was laid by mutual consent before the wind and to the eastward of Block Island. The



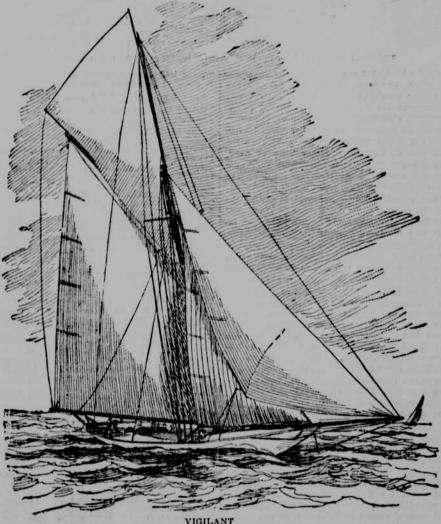
servers and recorders of the movements of two boats sail together, as did the Defigures were not taken as they are in egular yacht race," but facts were noted as to the relative merits of the two boats. One, the

steamer chartered by the newspaper corresponens hove in sight, unexpectedly to the managers of both yachts, off Castle Hill, and the Vigilant, which had gone ahead while the Pefender was trying her sails, was seen to be waiting for the

At 11 o'clock both yachts, almost in lin with each other, the Defender to the windward, each with mainsail, balloon jib and clubtopsail set, headed south by west with the wind north by vest, went square before the wind on their course This was almost admitted to be the Vigilant's best point of sailing, but the Defender gained on her slightly. Captain Haff had the helm of the De fender, and near him were C. Oliver Iselin, Herbert C. Leeds, Woodbury Kane and Captain "Nat" Herreshoff, Captain "Charlie" Barr had been like two fighting cocks for several days, facing each other at their anchorage and seeming to say, "Come on if you dare, My spurs are sharpened and ready for you."

DEFENDER PROVED THE SWIFTER.

They met to-day on equal terms, so far as wind or weather was concerned, and although the race was not so long as those who went out to see it could have wished, it was sufficient to demonstrate that the Defender is the swifter



boat. After the trial one of the yachtsmen said: "Now for the Valkyrie! If there are no mishaps, we will keep the cup for at least another year." It was a week ago to-day that the Defender sailed with the Colonia in Narragansett Bay, and in a five-mile beat to windward the Defender showed herself about three minutes the faster. The report that the Colonia was handicapped by having a foul bottom would seem to be confirmed, taking the "friendly trial" of to-day between the Defender and the Vigilant as a basis for judgment, for the reason that the Colopia has really shown herself to be almost if not quite as fast a boat as the Vigi-

The trial to-day was a most interesting yacht race and an interesting exhibition of expert handling of sails and helm, of improvement in design of hull, in lines, in rig and in the adoption of the fin-keel. Notwithstanding that it was Sunday, such interest was taken in the contest that a large fleet of steam and sailing yachts and other vessels went out to witness it. There was no reason for complaints of in-

the start. The Vigitant was then about two lengtus ahead of the Defender.

Two minutes later 'be course of both boats was changed to the west, with the wind abeam. No attempt at reaching had been made in any of the previous trials, therefore there was much interest as to whether the Defender would do as well as in the windward work, or fall behind the Vigitant. The proof was established in a reach of sixteen minutes' length, in which the Defender walked steadily ahead of the Vigitant and opened a gap between them of about an eighth of a mile. This settled all doubt as to what the Defender could do on this point. At the same time the Defender set her jib and forestaysall and took in her big balloon jib topsail. The boat was then brought close and sharp to the wind, the course being north by east. The Vigilant followed suit, and being brought close to the wind, gained ground at the next tack. The crews of both yachts were lying on the decks close to the rails in true racing style.

DEPENDER'S QUICKNESS IN STAYS.

But the positions of the yachts changed again as soon as the Defender was brought closer to the wind, which did not lessen her speed in the slightest, and the correspondents could see that the Vigilant was losing ground once more. At Continued on Third Page.

FIVE DEATHS ON THE ROLL EFFECTS OF THE GREAT STORM

PRICE THREE CENTS.

THREE KILLED AND MANY INJURED IN CHERRY HILL, N. J.

ONE DEATH DUE TO FRIGHT IN PLAINFEELD

ACTIVE MEASURES OF RELIEF-PATROLLING THE RUINS OF HOMES-HARLEM RECOVERING

> TORNADO-SWEPT PLACES-CHAR-ITY IN WOODHAVEN AND UNION COURSE.

THOUSANDS OF VISITORS TO THE

The death roll of the swift and terrible tornado which, after bombarding Plainfield, N. J., with hallstones on Saturday afternoon, brought Cherry Hill, and then swept over Harlem, and after wrecking Union Course and a part of Woodhaven, Long Island, swept out to sea numbers five. Of the deaths, three occurred in Cherry Hill, one, due to fright caused by the storm, in Plainfield, and one in Union Course. The number of injured is difficult to estimate, as many people who were hurt were cared for by their friends.

That prompt and efficient charity was b the inconvenience caused by the presence of throngs of strangers who were attracted to the scenes of death and disaster.

Pathetic incidents are recorded from every place where the power of the tornado was felt, and when the complete record of losses is made up, the damage, it is estimated, will reach hundreds of thousands of dollars.

It is possible that the list of the dead may be increased, as some of those hurt are injured so severely that their recovery is doubt-

THREE DEAD IN CHERRY HILL. THE LOSS OF LIFE NOT SO GREAT AS AT FIRST REPORTED-A SERMON AMONG THE RUINS-PATROLLING THE STREETS -RELIEF MEASURES

Three dead and six seriously injured is the result of Saturday's tornado in Cherry Hill, N. J., not including the homeless condition of about fifteen families. The dead, as reported last

Conrad Freidman, the notel-keeper.

Anton —, one of August Mund's laborers.

William Ahrens's eight-months-old baby. Six persons were taken to the Hackensack Hospital, but two have since been discharged.



SUBSCRIPTIONS FOR THE WOUNDED.

Edgar Chinnock, the decorative artist, whose skull was fractured while he attempted to save his brother Frank's horses, is still in a critical condition. He was able to recognize his mother yesterday afternoon, but his recovery is doubt-

The Cherry Hill Relief Fund was formed in Hackensack yesterday with Jacob L. Vanbuskirk as president E. M. Sturm as vice-president, A. R. Beatty as secretary, and John O. Grode as treasurer. Cigar boxes were displayed on all the prominent thorougfares, and collections were taken in Cherry Hill all the afternoon from the mass of visitors. About \$1,000 was collected. Upward of 25,000 persons visited the scene of destruction, some driving from New-York, Jersey

City. Long Island and Nyack. The visitors found the morning sun shining upon a scene that was even more pitiful than the stories they had read in the morning papers had led them to expect. Viewed by the light of day, with the excitement that existed Saturday night gone, the ruin appeared more complete and the details of the work of the storm could be more clearly seen. Everywhere in the path of the storm were ruins. The tangled heap of timber by the railroad track told where the station went to pieces. One pile of wreckage showed a house had been thrown down and another where a barn had been razed by the wind. The leafless trees that withstood the strain of the whirling wind gave the appearance of midwinter. On two sides, as viewed from the centre of the town, there were banks of green, but where the storm swept everything was bleak and bare. Two men were removed as soon as they were taken from the ruins, and the idea prevailed in Cherry Hill that their bodies were being taken to the Morgue, when they were being hurried to the hospital. They are Andrew Sautel and Anton Hoffman. Both are badly cut and bruised. Sautel's left leg and right arm and his nose are

Mrs Ahrens, who was reported uninjured on Saturday night, was badly hurt, but will recover. Her ear was almost cut off and yesterday it was sewed on in the hospital, and the doctors think she will not lose it. She is still frantic over the loss of her baby.

Charles Cole, the Paterson man, who was driving through Cherry Hill when the storm struck, was treated at the hospital, and yesterday was removed to his home in Paterson

Willie Freidman, son of the dead man, was taken to the home of a friend yesterday. CARING FOR THE HOMELESS.

Nicholas Demorest, a resident of Cherry Hill, proved the man of the hour on Saturday. During the early part of the day the owners of the wrecked dwellings sat about them, guarding the ruins, but that they should stay there was impossible. There were many children and shelter in the few houses in the neighborhood. Mr. Demorest realized that it would not do to leave the place unguarded, so he organised a patrol with himself as marshal, and all night men with lighted lanterns patrolled the streets of the wrecked village and kept all strangers from the wrecked portion.

Cherry Hill is a part of the borough of River